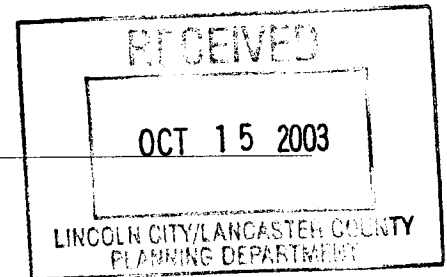


interoffice MEMORANDUM



To: Kent Morgan - Planning Dept

From: Larry Worth - StarTran

Date: October 14, 2003

Subject: A. Wickman Question

This memo responds to the question advocating the installation of bicycle racks on StarTran buses forwarded to you by Mr. Alan Wickman. My response to Elaine's question in this regard at the September 30th Multi-Modal Meeting was to the point, as were other responses, in the interest of time. There was no intent to imply, through the brevity of my response, that the issue was not important.

Bicycle racks were installed on StarTran buses several years ago for the utilization of bicyclists throughout Lincoln, but especially for persons residing in southwest and northwest Lincoln, where, at the time, there were few trails and on-road travel was limited to higher-speed roadways. There was very low utilization of the bicycle racks even from the northwest and southwest areas of Lincoln. It was observed, however, that the bicycle racks did preclude the bus washing equipment from adequately removing the dirt, snow removal chemicals, etc from the portion of the buses behind the bike racks, which resulted in excessive rusting and deterioration on that area of the buses. These reasons, combined with warnings from the City's Law and Risk Management staff regarding the inherent liability issue of the bicycle racks, resulted in the removal of the bicycle racks from StarTran buses.

I am aware that some public transit systems currently have bicycle racks in-place on buses. However, I have not conducted research as to what systems have bicycle racks, the level of utilization or liability claims history. Neither have studies been conducted as to what areas of Lincoln might have potential for utilization of bicycle racks. I can only relate the lack of utilization by bicyclists in southwest and northwest Lincoln, which, at that time, was advocated by bicycle users as having the highest potential for use. Possibly the consultants are aware of such research which could be related to Lincoln's situation.

In terms of transit operations, costs, etc, I would also note the following . . .

- Transit advertising commitments and maintenance requirements are such that, in general, buses are assigned randomly to all StarTran routes. Placement of a few bicycle racks on certain buses that would operate only on selected routes (effectively guaranteeing a bicycle rack on certain routes) is not operationally feasible.
- It is understood that bicycle racks cost between \$1,200-\$2,000/rack. Installation of bicycle racks on all 56 fixed-route buses would result in a capital cost of \$67,200-\$112,000.

Please advise if we can be of further assistance to you in this regard.